

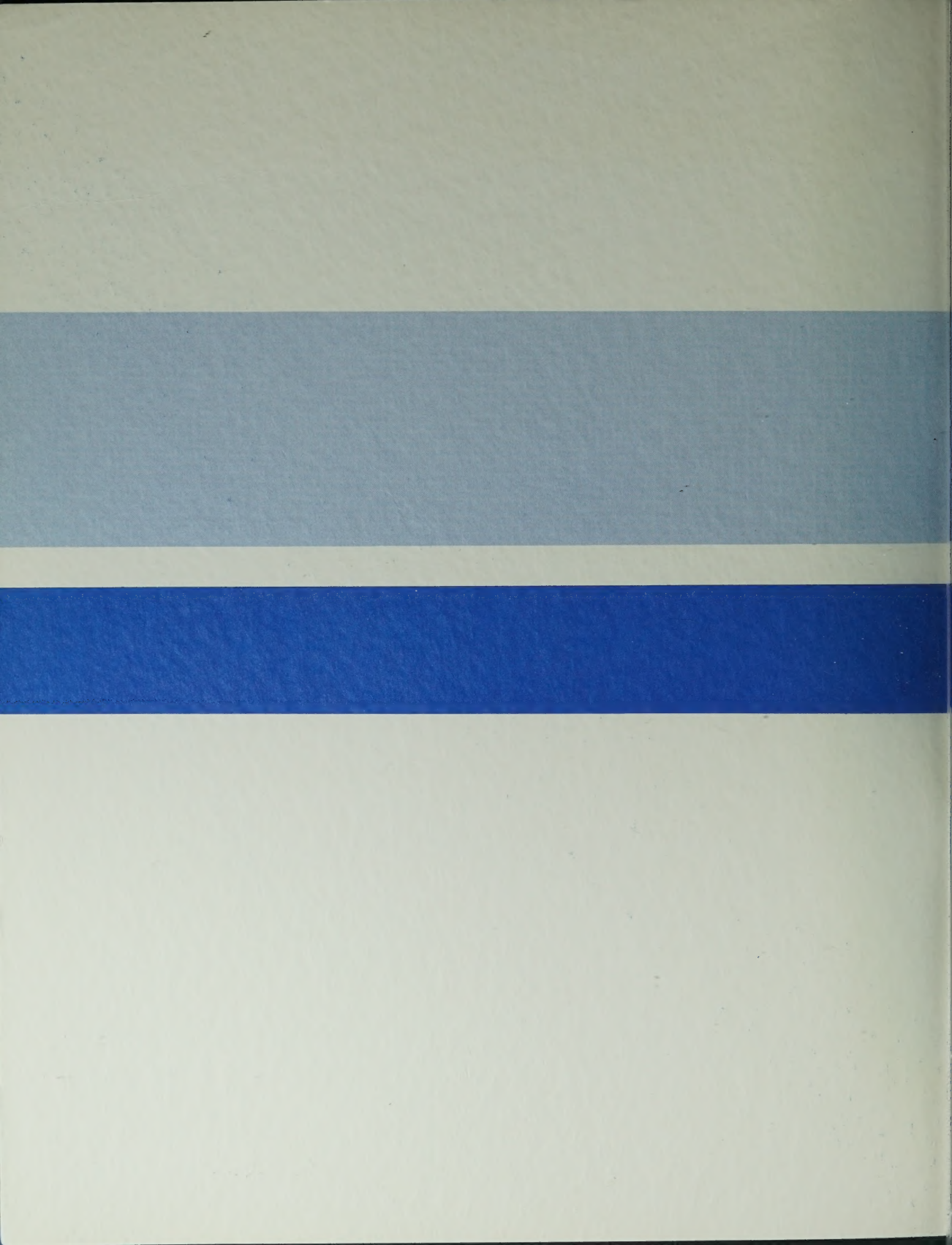
1980 ANNUAL REPORT

NEW JERSEY DEPARTMENT OF TRANSPORTATION

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Brendan Byrne, Governor

Louis J. Gambaccini, Commissioner



1980 ANNUAL REPORT

**NEW JERSEY DEPARTMENT
OF TRANSPORTATION**



State of New Jersey
DEPARTMENT OF TRANSPORTATION

1035 PARKWAY AVENUE
CN 600
TRENTON, NEW JERSEY 08625

LOUIS J. GAMBACCINI
COMMISSIONER

September 1981

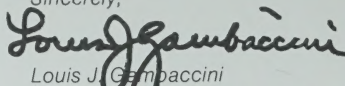
Dear Governor Byrne:

I am pleased to submit this calendar 1980 Annual Report of the New Jersey Department of Transportation.

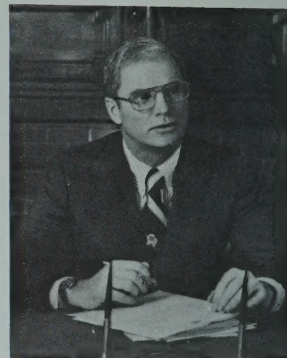
With your support, we have made substantial progress in meeting the transportation challenges of the 1980s. We are moving to complete essential interstate missing links, to carry out the capital construction program to improve state and local roads and to plan effectively for a future of uncertain energy resources and limited public resources.

This report provides the highlights of effort during 1980 to preserve and improve New Jersey's extensive transportation system.

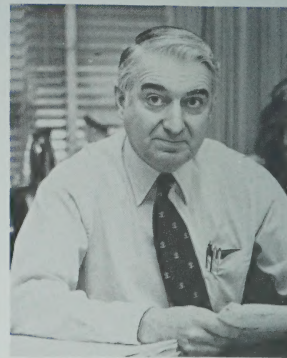
Sincerely,


Louis J. Gambaccini
Commissioner of Transportation

New Jersey Is An Equal Opportunity Employer



Brendan Byrne
Governor



Louis J. Gambaccini
Commissioner

1980 Highlights:

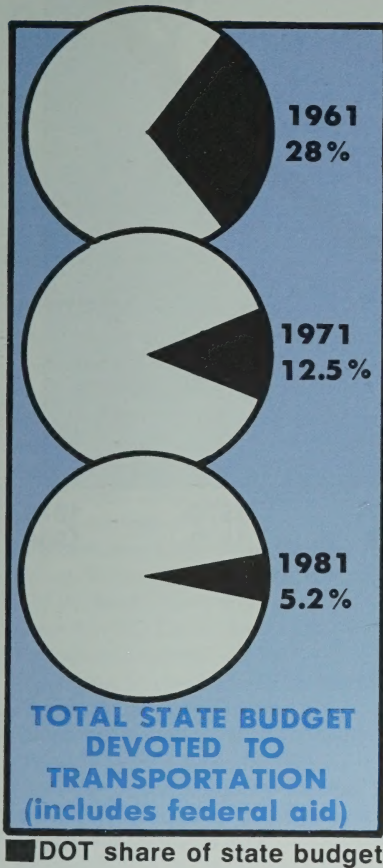
Getting the Transportation Job Done

- ✓ Route 18 Freeway Bridge
- ✓ Pulaski Skyway
- ✓ I-280
- ✓ I-676
- ✓ Route 35 drawbridge
- ✓ Joint Development in 13 cities
- ✓ First NJ noise barriers (I-676)
- ✓ Solar energy in I-287 rest area
- ✓ I-78, Trenton Complex environment studies okayed
- ✓ \$30 million approved for interstate substitute projects
- ✓ NY, Susquehanna and Western Railroad saved
- ✓ New, flexible state plan
- ✓ First HOV lanes
- ✓ 66 rail-highway crossings fixed
- ✓ \$9.7 million in federal safety funds
- ✓ Contracts let for Routes 9 and 35
- ✓ Metropark improved
- ✓ Reflector markers installed
- ✓ 75 new construction contracts
- ✓ First in US in ridesharing

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FUNDING



Like most public agencies, in 1980 the Department of Transportation was hampered in the delivery of service by high inflation rates and limited public funds. As these trends continue, New Jersey will have to make difficult choices about the level of service it wants and what, in fact, it can afford.

Transportation funds continue to decline both as a percentage of the overall state budget and in relation to the recognized needs in public transit, state highways and state aid to local roads.

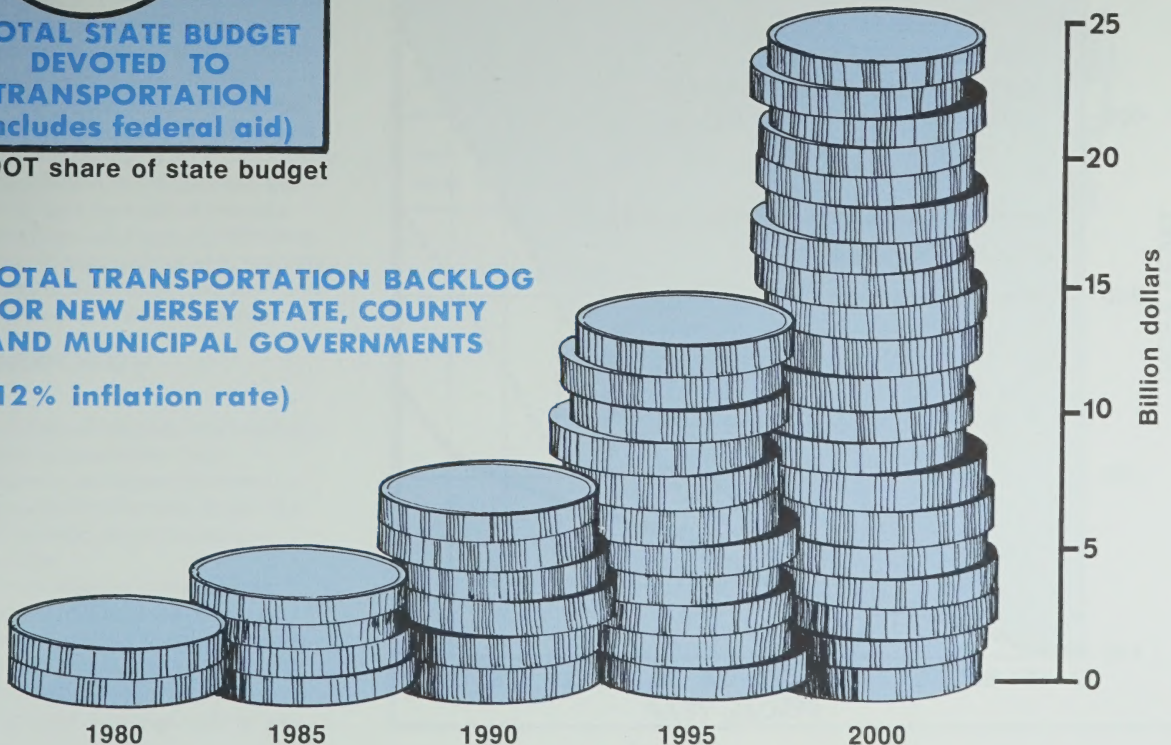
In addition, federal policies appear to be moving in the direction of less transportation aid for the states.

Funds from the 1979 Transportation Bond Issue, designed as a four-year, stop-gap measure to provide for the most critical projects from a large

backlog, are being applied to projects as quickly as possible to offset inflation in project costs. However, these funds will be exhausted by 1983-84, with no identifiable capital resources available to provide for the projects left out of the bond issue, by necessity, or those projects that have been added to the backlog list since 1979.

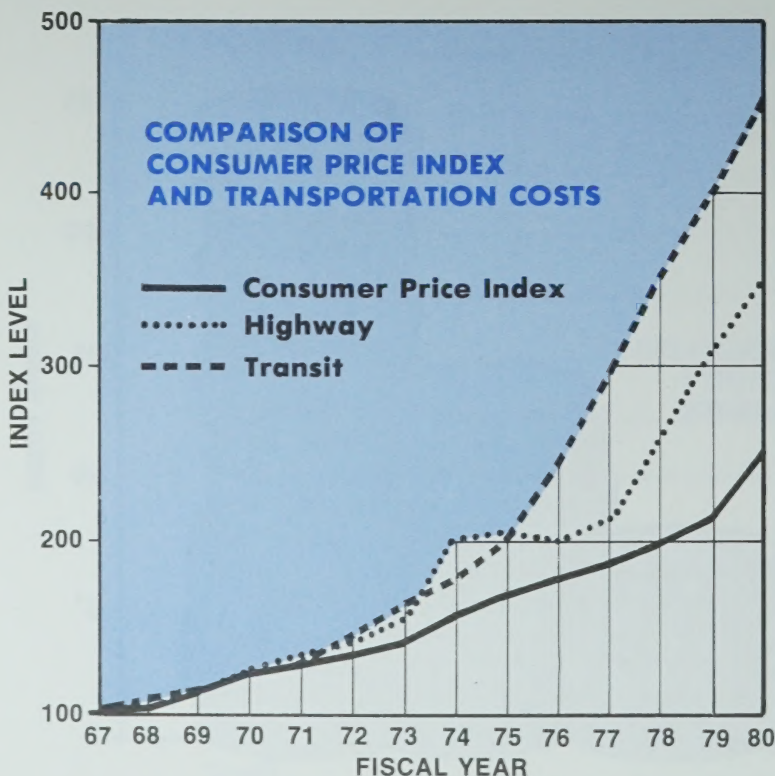
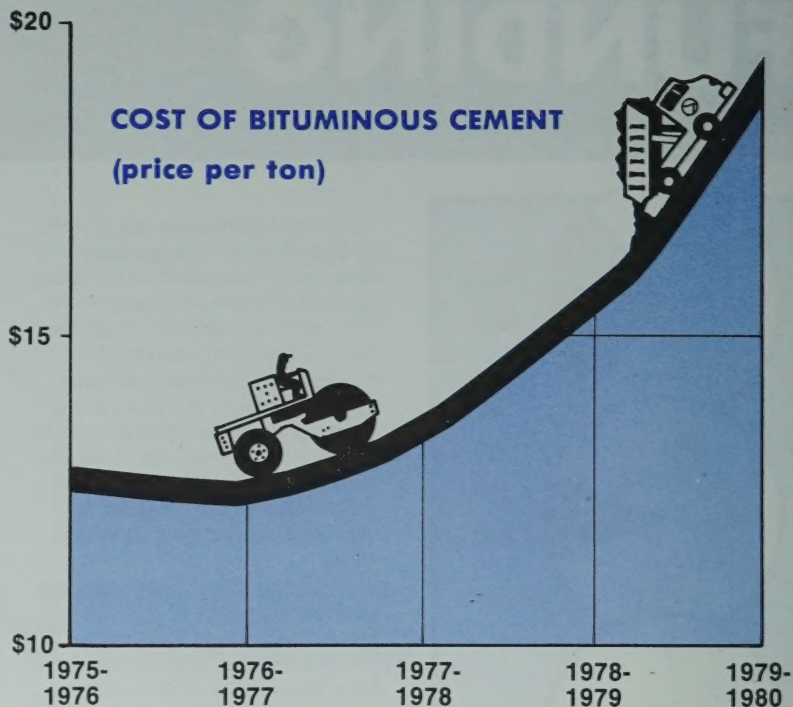
The Department is doing everything possible to counteract these trends by improving management and administration of the funds that are available and seeking cost savings in all areas. These continuing efforts ensure efficiency but cannot have impact on the many costs out of the Department's control such as energy and petroleum-based materials costs, contract labor costs, and the overall double-digit inflation rate which affects everything

TOTAL TRANSPORTATION BACKLOG FOR NEW JERSEY STATE, COUNTY AND MUNICIPAL GOVERNMENTS
(12% inflation rate)



from office supplies and postage to maintenance equipment and structural steel.

On the operating side of the budget, we continue to have far less in the way of staff and equipment necessary to adequately maintain the 10,000-mile state highway system. As a result, preventive maintenance is virtually non-existent as all available resources are concentrated on critical safety and regular maintenance operations. This inability to deliver a high-level preventive and regular maintenance, in turn, results in rapidly worsening deterioration and an exponential growth in the costs of repair!



INTERSTATES

Goals

In 1980, NJDOT completed a re-evaluation of all of New Jersey's pending interstate completion projects in light of traffic, energy, environmental and land use concerns.

While 342 miles of interstate highways are either open to traffic or under construction, the other pending eight major completion projects, first proposed 20 years ago, total 72 miles.

Five of these eight projects were found to be essential to close critical gaps in the interstate system and to significantly improve regional and local traffic congestion. They entail the construction of approximately 36 miles of new roadway at a cost of approximately \$800 million at 1980 prices. These interstate sections are: I-78 in Union County and Warren County; I-195/295 in Mercer and Burlington Counties; I-295 in Gloucester County and I-287 in Morris, Passaic and Bergen Counties. Those found to be not essential to the interstate system were I-95/695 (Somerset and Middlesex Counties) and I-895 (Burlington County). Under federal regulations, a state can request de-designation of interstate sections—removal from the national interstate system plan—and apply for the funds that would have been used to build the highway to make other road and transit improvements in the same region.

Underway

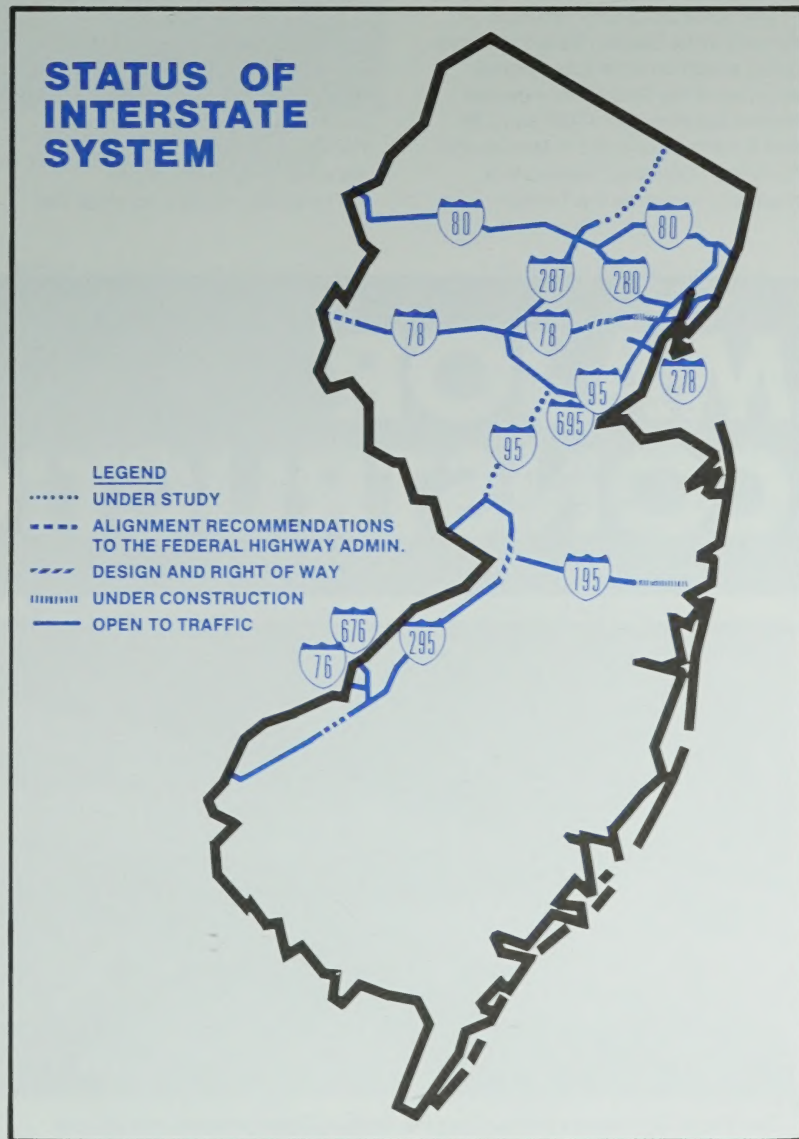
The Federal Highway Administration (FHWA) approved the Final Environmental Impact Statement for construction of Interstate Route 78 in Union and Somerset Counties in December.

FHWA approval of the 5.5 mile section of I-78, a connecting link between Plainfield Avenue in Berkeley Heights and Baltusrol Road in Springfield, clears the way for final design public hearings, right of way

acquisition and construction. Construction could begin as early as December 1981 and will take about four years to complete at a cost of about \$100 million in 1980 dollars. As an interstate, the project qualifies for 90 percent federal funding. I-78 is expected to result in savings of time and operating costs in excess of \$47

million annually, including a 17-million gallon reduction in gasoline consumption as a result of the shorter travel distance and smoother traffic flow. Air pollution in the area also will be lessened.

A Final Environmental Impact Statement for I-287 in Bergen, Morris, and Passaic Counties has been



submitted to the FHWA. This 21-mile missing link has been described by the FHWA as the most critical missing section of the interstate system. Its construction would complete a continuous interstate loop around the New Jersey-New York metropolitan area.

Informational public meetings are being conducted on I-78 in Warren County and final design should begin during 1981.

A Draft Environmental Impact Statement for I-295 in Gloucester County is being completed and is expected to be submitted to the FHWA in the spring of 1981.

The construction of I-195 from Route 9 to the Garden State Parkway is going ahead on schedule. Federal approval of the Final Environmental Impact Statement for I-195 and 295 and Routes 29 and 129 in Mercer and Burlington Counties, a network of roadways known as the Trenton

Complex, is expected in early 1981. This project, one of the Department's highest priorities, will provide a continuous travel route between Trenton and other parts of New Jersey and Pennsylvania and relieve traffic on local roads.

De-designation

USDOT approved New Jersey's first de-designations, I-495 in Hudson County, in late 1979. During 1980, \$30 million in interstate funds were approved for substitute road and transit projects.

In 1980, at the request of Governor Byrne, USDOT approved the de-designation of I-895. Two substitute projects will be construction of the PATCO extension to Berlin and improvements to Route 541.

The action officially removes the

proposed 4.3-mile stretch of highway from the national interstate system. Pennsylvania's concurrent request for de-designation of the 2.1-mile adjoining section of I-895 was also approved.

Substitute regional plans are being developed for the proposed de-designation of I-95 and I-695 in Somerset, Middlesex and Mercer Counties.

Carrying out the newly-restructured interstate program is a major goal of the Department. Further delays will prolong the uncertainty and uncoordinated local planning that has been associated with the history of many of these projects. In addition, there is a need to comply with the 1978 Surface Transportation Act which requires that interstate projects receive federal approval by September 30, 1983 for construction of missing interstate segments and/or the development of substitution projects.

MAJOR CONSTRUCTION



The Route 18 Freeway Bridge over the Raritan River between New Brunswick and Piscataway opened on October 1.

NJDOT completed \$111.3 million in construction work during 1980. The sum includes federal, state and some county monies.

The new fourth lanes on the 12-mile state-owned portion of the Garden State Parkway opened in November as **"Easy Street,"** the state's first High Occupancy Vehicle (HOV) lanes. During weekday rush hours on the Parkway's Turnpike to Union stretch, the new lanes are reserved for vehicles carrying three or more people. They are marked by the national diamond HOV symbol. "Easy street" is believed to be the longest HOV lane in the country.

By the end of the year, "Easy Street" was carrying 2,000 HOVs daily, **each** saving an average of 1,000 gallons of



The new Exit 13A ramp on the New Jersey Turnpike in Elizabeth, a joint venture of NJDOT, the Port Authority of New York and New Jersey and the Turnpike Authority, is under construction.

Projects acquired, certified for construction

State	117
Local/county aid	96
Rail park and ride	49
Total	262

Parcels acquired	Cost
2,108	\$31 million
(NJDOT, Division of Right of Way)	

gasoline annually.

The final section of **Interstate Route 676** in Camden officially opened in August. The 1.6-mile segment gives Camden-Philadelphia bus commuters and motorists a direct connection between the Walt Whitman and Benjamin Franklin Bridges, relieving much through traffic on existing local streets. A small park on the corner of Chelton Avenue and relocated Master Street, built as a part of the roadway project, was conveyed to Camden.

Essex and Hudson County residents applauded the completion of the final section of **Interstate Route 280** in October. The 3.6-mile segment, which extends from the Stickel Bridge in Harrison to the Turnpike in East Newark, makes I-280 the third major interstate to be completed in New Jersey, following I-80 and I-676.

All four lanes of the **Pulaski Skyway** were opened in November for the first time since March 1979 when an \$11 million safety and resurfacing project began on the three-and-a-half-mile span. Work on the 48-year-old bridge was complex due to the age and size of the Skyway and its heavy traffic volume.

The \$12 million **Route 18 Freeway**

Bridge and its approaches over the Raritan River between New Brunswick and Piscataway opened to traffic on October 1. The 1,050-foot, four-lane bridge was dedicated to the late State Senator John A. Lynch as designated by a joint resolution of the Legislature.

The new span offers a more direct route between Rutgers' New Brunswick campus and Busch Campus, Livingston College, the stadium and athletic center for motorists and the inter-campus bus, and it relieves congestion on local streets. The overall Route 18 construction is considered critical to New Brunswick's revitalization.

The Woodcrest Station Park and Ride in Cherry Hill Township, Camden County, received the American Association of Highway and Transportation Officials' (AASHTO) 1980 Third Place Award for Highway Design Excellence.

NJDOT awarded \$103.6 million for 75 projects in 1980. These included:

- \$27.4 million to complete the Route 18 Freeway and build a unique deck park in New Brunswick. When completed, the

one-mile project will provide a freeway from River Road in Piscataway to the Garden State Parkway in Tinton Falls, Monmouth County.

- \$24 million for grading, paving, ramp construction and bridge work on I-295 to ease access to the Woodcrest Station and relieve truck congestion on local streets in Lawnside, Camden County.
- \$2,652,000 for Wyckoff Avenue Bridge, Waldwick, Bergen County.
- \$2,208,000 for repaving and installation of pipe along North Avenue East, Elizabeth, Union County.
- \$3,894,000 for grading, paving and bridge work from East 14th Street to East 21st Street, Bayonne, Hudson County.
- \$3,114,000 for 29 bridges west of Morris Avenue in the vicinity of Route 21, Union and Essex Counties.

The first work on the new Route 88 Bridge in Point Pleasant over the inland waterway, a long-awaited boon for pedestrians, bikers and motorists, was celebrated at a public ceremony in October.

TRAFFIC/SAFETY

As one of the most densely populated states in the nation, with more vehicles per mile of road than any other, it follows that New Jersey's roads are among the most heavily used. This is intensified by the Garden State's geographical position as a corridor route between New York and Philadelphia.

NJDOT's traffic and safety improvements in 1980 helped ease the way for motorists and conserve energy otherwise wasted in traffic jams.

In 1980, the Department obligated \$9.7 million of federal safety funds for the execution and design of state and local road safety projects, including the installation of 144,000 feet of guide rail and approximately 3,000 miles of pavement marking.

The cut-through ramp and new signalization at the Shore Mall Circle in Egg Harbor Township, Atlantic County, has unravelled mall and shorebound traffic at this heavily-travelled

intersection.

A safety improvement project on U.S. Route 1 in Jersey City was completed in September. It included new traffic signals, highway lighting and special ramps for the handicapped.

Other major projects completed in 1980 include:

- Safety improvements on Interstate Route 78 from Route 173 to Voeglens Lane in Warren and Hunterdon Counties.
- Resurfacing and widening of Interstate Route 80 from the Delaware River Toll Bridge to the vicinity of Route 94 in Warren County.
- Widening and installation of jughandles on Easton Avenue in Franklin Township, Somerset County.
- Safety improvements in Bergen County.

- Resurfacing and installation of curbing and guide rail along Interstate Route 80 from U.S. Route 46 and Edwards Road interchange to east of Slaughterdam Road in Essex, Morris and Passaic Counties.
- Safety improvements on Interstate Route 295 in Burlington, Camden and Gloucester Counties.
- The contracts for one of the most costly construction projects listed in the 1979 Bond Issue—Route 9 and 35 improvements—were awarded in 1980. Expected to cost more than \$10 million, the work will include jughandles, barrier curb and roadway reconstruction of the section of roadway in Middlesex County.

Under a multi-million dollar Federal Highway Crossing Safety Program, NJDOT rehabilitated 66



Raised reflective pavement markers installed on New Jersey roads help motorists travel safely in rain, sleet and fog.

railroad/highway grade crossings statewide in 1980 at a cost of \$4.1 million. Design work has begun for an additional 368 crossings. New grade crossings with necessary approach work are being constructed to provide a smoother ride over the tracks.

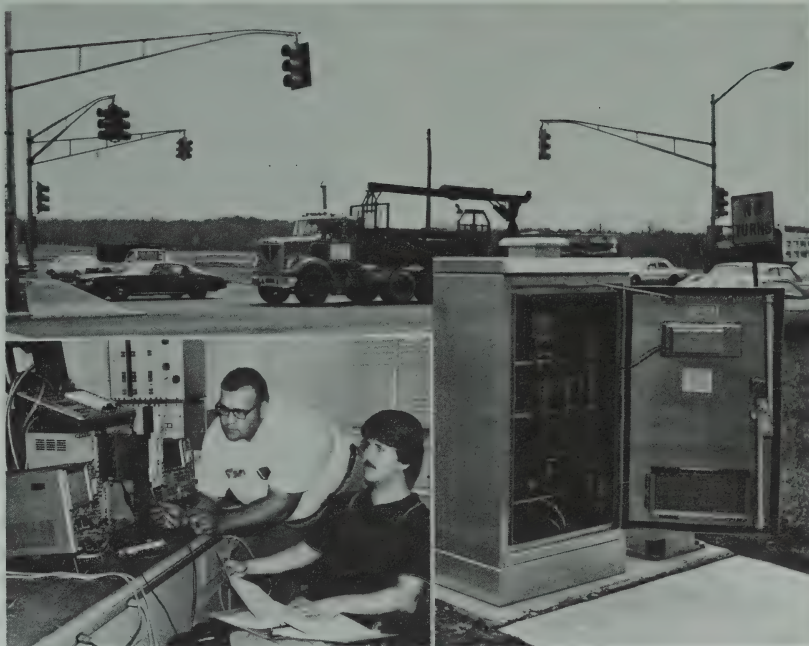
Railroad grade crossing public hearings were conducted to determine the adequacy of the existing level of protection—gates, flashing lights, bells and crossbucks. The hearings often resulted in orders for those new installations judged necessary. NJDOT's regular inspections, accidents and citizen complaints are among the factors which can trigger crossing hearings.

The Department launched a new raised reflective pavement marker program in 1980 on Interstate Route 287, in the vicinity of Route 18 to North Maple Avenue, Bernards Township, in Somerset County to assist motorists in traveling safely in rain, sleet and fog.

The Department's Safety and Operations Review Team (SORT) is made up of staff members from different areas who come together as needed to solve dangerous traffic problems. They employ a wide variety of methods to arrive at quick solutions. In 1980 the SORT teams completed investigations and recommended improvements for 20 potentially hazardous locations on the state highway system.

The entire state highway system received its annual skid test. As a result, more than \$2 million in federal safety funds were obligated to construct skid resistant overlays at: Route 40/322, Atlantic County, \$50,000; Route 9, Woodbridge, Middlesex County, \$1,440,000; Route 79, Monmouth County, \$126,000 and Route 34, Monmouth County, \$600,000.

For the past three years NJDOT staff has been coordinating the efforts of its own staff, consultants and county personnel in the inspection and inventory of virtually all bridges over 20 feet in length on New Jersey's state, county and local roads. In 1980, the Department finished this massive job, negotiating, awarding, monitoring and reviewing more than 78 contracts. The inventory will provide a base for



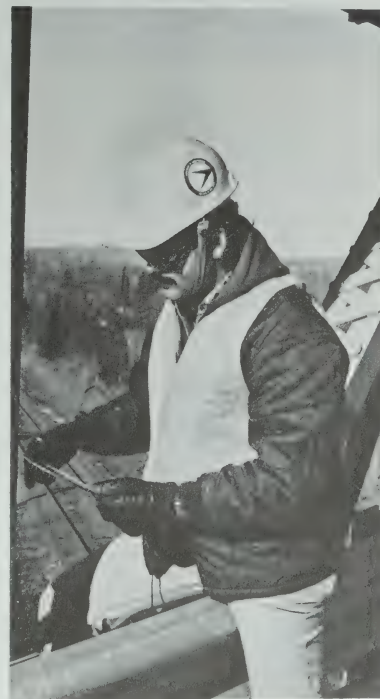
Department electrical technicians test a new coordination device which was installed for traffic signals on U.S. Route 1 from I-295 to the New Brunswick Circle to improve traffic flow.

Federal Highway Administration funding programs.

At the same time, the Department's bridge staff carried on its regular evaluation of the state's road and rail bridges, and its off-system (non-state-owned) bridges. Although by national bridge inspection standards, bridge evaluations should be done every two years, NJDOT has not been in compliance since the early 1970s. Only half of the necessary work has been done each year because of budget cutbacks.

In 1980, NJDOT evaluated 1,200 state-owned bridges, 1,800 county-owned bridges and 146 others.

The lag in inspections has had serious fiscal repercussions. Incomplete data has caused New Jersey to lose its share of federal bridge replacement dollars.



NJDOT bridge inspection is on-going.



Water drainage inlets are cleaned by NJDOT to prevent traffic accidents caused by flooding.

MAINTENANCE



The Route 36 bridge over the Navesink River near Sandy Hook was among those painted this year.

The Department's maintenance force keeps the state highway system as serviceable as possible within budgetary restraints and protects the public investment in the system. This means responsibility for the continual inspection and repair of more than 10,300 lane miles of highways and nearly 3,000 bridges, keeping drainage systems functioning properly, installing and repairing guide rails, clearing pavements of snow and ice, patching potholes, removing litter, mowing grass and keeping landscaped areas tidy, installing reflectors and signs and periodically painting pavement lines.

Maintenance also means the acquisition, maintenance and operation of heavy equipment, road machinery and a fleet of cars and trucks, a permit system for advertising signs, and an inventory of junkyards.

The maintenance staff attempts to fight budget restraints using a computerized management system

which has been emulated nationwide.

During the 1980 construction season, NJDOT's regional maintenance forces completed 73 pavement resurfacing projects, 52 state road projects and 21 for other state agencies.

The Route 35 drawbridge over the Shark River was improved. Together with repaving work on the North Channel Bridge, the job was completed in a little less than half of the six weeks scheduled.

Major bridge repairs also were completed this year on the Victory Bridge which carries Route 35 over the Raritan River and the Rocky Hill and Bakers Basin Bridges over the Delaware and Raritan Canal.

This year 16 of the 67 winter maintenance yards converted to wetted salt, following the Department's three-year evaluation of this material. A special maintenance study found it to be preferable to pre-mixed solution used previously: it will save up to a

million dollars a year, its reaction time is faster, it requires less storage area and handles easier.

In 1980, staff developed a more efficient spray truck which is expected to reduce the number of hand sprayers. NJDOT will pilot it in spring of 1981.

Because, there has been no budget for new maintenance equipment in the last few years, the Department has been forced to do some work in a less cost-effective, manual way. For

example, it costs \$122.78 a mile to remove weeds by hand against \$28.04 by truck. As a result, little of this work is scheduled, since the Department is reluctant to deploy staff in so costly and inefficient a manner.

The picture becomes bleaker in face of the fact that repairs left untouched worsen and become more costly to remedy.

More than two thirds of New Jersey's 6,000 state, county and municipal

bridges require repairs. For 1981, this means a substantial overhaul or total replacement. The cost in current dollars is approximately \$534 million.

In addition, several hundred state and local roads need immediate repairs for safety purposes at an estimated cost of \$2 billion.

The cost of these safety improvements could zoom to almost \$40 billion by the year 2000 if left unaddressed until then, not to mention the danger to motorists.

MAINTENANCE INVENTORY

Highway lane miles	10,320.7
Institutional road miles	626.5
Fixed structure bridges	3,229
Drawbridges	37
Railroad bridges	961
Canal and feeder bridges	49
Mile markers (units)	3,205
Curbs (miles)	3,525.7
Shoulders (miles)	4,831
Cable guide rail (feet)	725,553
Steel guide rail (feet)	4,634,541
Chain-link fence (feet)	2,338,042
Planted snow fence (feet)	208,832
Signs	123,724
Traffic signals	1,952
Shrub beds (sq. yards)	834,399
Grass areas (acres)	10,595.1



A pedestrian overpass on Route 3 near the Meadowlands got a fresh coat of paint.

PLANNING

It is widely recognized that New Jersey's future economic health is keyed to the availability of efficient transportation services for people and goods. From re-energizing the state's older cities to deciding the use of its still-developing areas, NJDOT has chosen to be a force for the future.

State Plan

A draft state *Transportation Plan—Goals, Objectives and Policies for Surface Passenger Transportation*, prepared by NJDOT in 1979, underwent revision in 1980 to reflect the comments received from the public as a result of special hearings and its wide dissemination.

The next component of the Plan, the *Short Range Plan for Surface*

Passenger Transportation, has been completed and will be printed and circulated to the public in 1981.

Rebuilding cities

Working with local communities and NJ TRANSIT, the Department's new Joint Development/Urban Initiatives (JD/UI) staff supervised a statewide survey completed in February which identified rail and transit station areas with the best potential for joint development. Joint development is described as the integration of real estate development with transportation, recognizing that transportation itself can be the key to orderly, energy-efficient—and successful—growth and development.

The 13 JD/UI projects in the

planning or design stages in 1980 are: Hoboken Terminal, Broad Street and Penn Stations in Newark, Trenton, Princeton Junction, Plainfield (Transit Mall), Paterson, Asbury Park, New Brunswick, Hackensack, Elizabeth, Jersey City and Metuchen.

Planned commuter rail improvements on the Northeast Corridor, high speed service between Boston and Washington, D.C., is a regional goal which has spurred improvements to Newark's rail stations. These, in turn, are spurring private sector growth and improvement in their neighborhoods.

NJDOT was a catalyst in the formation of Renaissance Newark, Inc., a non-profit corporation formed by a coalition of major insurance companies, banks, local and state officials, to help promote the orderly high-rise office development in that city's downtown area.

At the Hoboken Terminal, NJDOT has worked closely with the City of Hoboken, NJ TRANSIT and the Port Authority of New York and New Jersey to devise a program for rehabilitating the terminal itself, as well as redeveloping the Hudson River waterfront directly north and south of the rail station with a large-scale, mixed-use development composed of commercial, residential, office and marine uses.

When completed, the program will define how improvements can be made to improve commuters' access to and flow through the passenger terminal; how the remaining areas of the terminal can be adapted for reuse; and how the terminal relates to the mixed-use redevelopment of the adjacent waterfront.

Meadowlands

Transportation facilities are central to the planning of the 31-square mile Hackensack Meadowlands area which takes in 14 towns in two counties. Already crowded, they will be heavily



The Department is working with local officials to improve access to all kinds of transportation in and around Atlantic City.

affected by continued development in the Hackensack Meadowlands District. NJDOT, with the cooperation of the New Jersey Turnpike, Port Authority of New York and New Jersey, Tri-State Regional Planning Commission, Sports and Exposition Authority, and Hackensack Meadowlands Development Commission, initiated a study designed to produce a management system to evaluate and control the adverse impact.

Still in progress, the study has already produced usable data for evaluation of proposed development and will eventually allow the Department to recommend to the Hackensack Meadowlands Development Commission measures which allow controlled development to take place without causing undue congestion on the transportation systems of the area.

Atlantic County

The Department joined with Atlantic County officials in 1980 to create the Atlantic County Transit Authority, an agency aimed at improving access in and around Atlantic City where the burgeoning casino industry is attracting year-round crowds. Long- and short-term policies and programs consistent with regional and state planning are being looked at.

Some transportation improvements currently under consideration are improved passenger rail service to Atlantic City from the Philadelphia area and strategies to encourage more shared rides to and from Atlantic City. Ridesharing programs, improvement of traffic flow and coordination of transit service throughout the region are all on the agenda.

TSM

Transportation Systems Management (TSM) is an umbrella term for actions designed to make the most efficient use of existing highway and transit systems. It generally entails low-capital investments which can be ready to go in a short time.

Two successful TSM efforts which the Department completed in 1980 illustrate the results which are possible. As a result of a task force study by

representatives of NJDOT, NJ TRANSIT, local officials and the business and industrial community, new feeder bus routes, a long awaited traffic light, more parking spaces and plans to accommodate bike commuters were made available at Metropark Station, Iselin. Metropark is one of the most heavily used rail stations in New Jersey. The Department's ridesharing staff offered free computerized matching service for potential car and vanpoolers in the Metropark area.

The TSM approach also was applied this year to the congestion at the Princeton Junction rail station in West Windsor.

Under NJDOT leadership, representatives of local industries, a half-dozen municipalities, two counties, a regional planning agency and a parking authority formed a steering committee in June. Solutions to the main problems—traffic congestion and inadequate parking—

must be found which are sensitive to the short- and long-range transportation plans of all parties, individually and as a region.

Participating in the Princeton Junction TSM project are representatives of East Windsor, West Windsor, Princeton and Plainsboro Townships, Princeton Borough, Mercer and Middlesex Counties, the Mercer, Somerset, Middlesex planning groups, the West Windsor Parking Authority, NJ TRANSIT, and NJDOT. Among the large local employers with members on the committee are RCA, McGraw-Hill, Forrestal Center and FMC.

Examples of strategies which are being considered for the relief of the Princeton Junction station area problems are a fixed route bus system coordinated with corridor commuter trains, improved signals and channelizations, ridesharing including van and carpools, bike racks and lockers and "kiss-and-ride" access.



NJDOT is working on plans to alleviate problems facing commuters at the Princeton Junction train station.

STATE AID



Resurfacing, restoring and rehabilitation (RRR) projects in all 21 counties received \$24 million in state aid from the 1979 Transportation Bond Issue.

Expenditure of 1979 Transportation Bond Fund State Aid (November 30, 1980)

3 "R" * Program

	Obligated
Atlantic	\$ 764,838.58
Bergen	2,255,394.68
Burlington	1,060,722.94
Camden	1,195,195.50
Cape May	414,409.02
Cumberland	556,466.13
Essex	1,869,937.96
Gloucester	536,007.10
Hudson	1,129,609.87
Hunterdon	398,372.42
Mercer	792,636.62
Middlesex	1,328,893.85
Monmouth	1,462,946.91
Morris	1,196,999.68
Ocean	848,869.33
Passaic	1,166,194.77
Salem	441,978.66
Somerset	731,378.85
Sussex	402,592.37
Union	1,258,430.55
Warren	451,931.55
	\$20,263,807.34

*Resurfacing, restoring, rehabilitation projects.

NJDOT works closely with county and municipal governments—from long-range planning to emergency situations.

For example, the Department's traffic engineers are consulted on virtually all signalization in the state, while other staff members work with all levels of government on finances and planning.

NJDOT's ridesharing program is another example of state-local cooperation. This year the Department lent its ridesharing expertise to companies and public agencies in all 21 counties. Staff members in the subregional planning program coordinate with local governments on a variety of matters including the development of their Transportation Improvement Programs, technical matters and general topics affecting both the subregions and NJDOT.

In 1980, 25 federally-funded projects in almost every county were completed with matching federal funds which were administered by NJDOT. These included many intersection improvements—23 in Passaic County, 28 in Atlantic County and 13 in Camden County alone.

The intersection of West Front Street and Hubbard Avenue in Middletown Township, Monmouth County, became the first of \$24 million in "early action" projects to benefit from the state aid portion of the 1979 Bond Issue. In May, the \$100,812 reconstruction project consisting of adding a right turn lane and a traffic signal, drainage, paving, curbing and guide rail improvements began.

By the end of the year NJDOT had awarded nearly \$24 million to 237 municipalities in all 21 counties for projects ready for construction from Bond Issue monies. The resurfacing, restoring and rehabilitation ("RRR") projects received 90 percent funding for construction.



New Jersey has been named the nation's leading ridesharing state.

ENERGY/ ENVIRONMENT

As part of its continuing effort to protect and improve the quality of the environment and conserve energy, the Department took several major steps in 1980.

Ridesharing

The U.S. Department of Energy recognized New Jersey as the leading ridesharing state in the nation on the basis of the number of employer-sponsored programs this year. Almost a half-million of New Jersey's regular commuters carpool, while 76,000 vanpool and 42,000 use public transit to sites within the state and 350,000 use public transportation to out-of-state work sites.

The Department's Office of Ridesharing offers employers a computer matching program to assist in forming carpools, training seminars

for ridesharing coordinators, consulting and problem-solving services, assistance in acquiring federal vanpool loans and financial aid with county concurrence.

Steps are being taken to establish regional ridesharing programs throughout the state. Projects under development include the Central Jersey Ridesharing Demonstration which will benefit Somerset, Morris, Middlesex and Union Counties along with single county programs in Bergen, Camden and Atlantic Counties. A special effort is being made to grant state employees a ridesharing option.

Environment

The Department developed a variety of methods to minimize the impact of the proposed 5.5-mile addition to Interstate Route 78 through the



Flowering trees and shrubs highlight the landscaping at Camden's Woodcrest Station.

Watchung Reservation. Where the road passes through the park, sections will be constructed below ground level and three "cut-and-cover" crossovers, 100 feet wide, will provide a "natural bridge" over the highway. In addition, all noise barriers, embankment walls and other construction features will be designed to blend with the natural colors of the location.

Noise barriers along Route 676 in Camden are among the first constructed by the Department to meet federal regulations. The precast concrete barriers reduce noise by ten decibels or more.

In the re-landscaping of the Medford Circle at Routes 70 and 541, the Department's landscape architects cooperated with the Medford Garden Club in their effort to re-plant the circle as part of the club's contribution to the national Blue Star Memorial Byways network of highways dedicated to our war dead.

The Department also landscaped the Woodcrest Station in Camden and planted 2,854 trees, 2,900 flowering trees, 5,315 evergreen trees and 98,174 shrubs along highways statewide. These new plantings enhance the landscape, reduce maintenance, screen undesirable views and headlight glare, prevent erosion, and act as a living snow fence.

NJDOT became one of the first agencies in the nation to launch a project to monitor the impact of highway construction on rivers and streams.

Specialists from the Bureau of Environmental Analysis are conducting tests in the Manasquan River and the nearby Mingamahone Brook to assure that water run-off from the construction of Route 195 does not harm aquatic life or pollute the water. Tests will continue on a monthly basis for a year after the roadway is opened to traffic to insure the continued ecological health of the waterway.

Historical resources

This year the NJDOT team studied artifacts and the charred remains of a buried foundation in Trenton and determined that the size and construction of the structure was



The ecological health of water life in the Manasquan River and a nearby creek is monitored by NJDOT during the construction of I-195.

similar to 18th century dwellings which were known to exist in the neighborhood. The house, which may have been burned by the Hessians during the Revolutionary War, will be spared and nominated to the National Register of Historic Places. Work by the Department archeologists disproved an earlier historical claim that the remnants discovered on the site of a proposed Route 1 ramp were those of a French and Indian War fort or a 17th century Dutch trading post.

The historic Lock Tender's House adjacent to the Delaware and Raritan Canal has been preserved for posterity through the efforts of NJDOT. The structure, which stands in the path of the Route 18 Freeway in New Brunswick, will be relocated and restored. While the exact age of the

house is unknown, the canal lock, which it served, was begun about 1830. The building will be relocated to Boyd Park near the Rutgers Boat Club, some 1.67 miles downstream.

Solar energy

A solar energy demonstration project at the Harding Rest Area on Route 287 in Morris County was completed, proving the economic feasibility of using solar energy for domestic water heating. This will become a standard feature in all similar buildings to be constructed in the future and allows for retrofitting. In addition, the traffic control center at Newark Airport will incorporate solar space heating as a supplement to its conventional heating system.



The historic Lock Tender's House which stood in the path of the Route 18 Freeway in New Brunswick has been relocated through NJDOT efforts.

SPECIAL PROGRAMS

Bicyclists and pedestrians

With energy conservation a major concern in New Jersey, the bicycle is no longer just a recreational vehicle, but a mode of transportation.

Concerned with the safety of bicyclists, joggers and pedestrians who use our roadways, the Department created the position of bicycle/pedestrian advocate in 1980. The advocate will prepare, coordinate and promote programs involving safety education, the mapping of bike routes and development of a bicycle-compatible transportation system. Maintaining contact with groups and individuals interested in bicycle transportation and pedestrian safety is an important part of this job.

The Department has undertaken an ambitious program to make bicycling easier and less hazardous. Future transportation projects will take into consideration the bicyclist's needs.

Five bikeways officially opened this spring bringing the number to 23 constructed statewide for a total of 50 miles built since the program began in 1975. Forty additional bikeways are in the planning or design stage.

Bikeways in New Jersey, the first

comprehensive inventory of existing and proposed bikeways in the state, was published by the Department this year. After conducting an evaluation of 83 abandoned railroad rights of way, another NJDOT report, *Abandoned Railroad Rights of Way in New Jersey*, proposed 17 as potential bikeways. These connect home, work, recreation and community centers in densely populated locations.

Transportation disadvantaged

New Jersey's elderly, handicapped and rural residents—all transportation disadvantaged—were able to increase their mobility through several Department-run programs in 1980. Increases were reported in the reduced fare enrollments, vehicles provided and amount of aid for rural transportation.

Enrollment in the Department's reduced fare program rose from 509,700 to 577,759 in 1980, with one-way trips increasing from 14.5 million to 14.8 million. Eligible citizens now ride at reduced fare on buses operated by NJ TRANSIT and 197 other bus companies and on trains operated by



Bicycle commuters have an NJDOT advocate.

Conrail.

Private and non-private corporations statewide have received 234 specially equipped vehicles ranging from vans and station wagons to school buses to provide transportation services to the elderly and handicapped. A commitment of \$741,464 in federal funds was received which, when combined with state funds in an 80-20 percent ratio, will purchase 67 additional specialized vehicles.

NJDOT has processed requests from four counties to purchase 32 wheelchair lift-equipped buses using Federal Aid Urban System (FAUS) funds. FAUS and state funds are matched in a 75-25 percent ratio.

Capital and operating assistance is being made available to rural areas where public transportation is poor or non-existent. Applications from 13 counties have been approved by the Federal Highway Administration.

Staff coordinators from the Office of Special Services participated in a Governor's Task Force which presented a report outlining the role of government agencies in the coordination of paratransit services along with recommendations for providing maximum service for available funding. The Task Force was made up of all New Jersey agencies which receive funding for the transportation of the transportation disadvantaged.



These Mercer County senior citizens benefit from NJDOT's special transportation services.

RAILROADS



Since the establishment of NJ TRANSIT, the state's bus and rail agency, NJDOT has assumed a support role except in the area of rail freight.

Rail freight

Rail freight is solely the responsibility of this Department.

As part of the annual *New Jersey State Rail Plan*, 29 rail line segments were analyzed and recommendations made as to which projects should receive funding from available federal assistance programs. As a result of these recommendations, seven light density rail lines will receive 70 percent federal subsidies and 36.5 miles of track will be rehabilitated at an approximate total cost of \$1 million (\$800,000 federal/\$200,000 local).

Federal subsidies were extended to

eight light density rail lines from January 1 to September 30, 1980.

Accelerated maintenance, designed to correct deteriorated track conditions due to deferred maintenance, was performed on the Freehold Branch, the Freehold Secondary, and the Mount Holly unloading sidings.

Rehabilitation, designed to upgrade track conditions for more efficient operation, was started on the Rahway Valley; the New York, Susquehanna and Western; and the Black River and Western Railroads with the help of \$824,364 in federal grants (80-20). These freight lines serve industry in Hudson, Bergen, Passaic, Morris, Essex, Union and Hunterdon Counties.

Through intense effort and cooperation between NJDOT and the Department of Labor and Industry, the New York, Susquehanna and Western Railroad was kept operating until a successor operator, the Delaware and

Otsego Corporation (D&O), was found. The new operation, under the D&O, began on September 2, preserving continued rail service to 78 industries and saving the jobs of 3,000 citizens.

Department staff closely monitors bills concerning the deregulation of the rail and motor carrier industries and the total rail freight system in the Northeast, including the transportation of hazardous materials.

Electrification

Guidelines for NJDOT's shared responsibilities with NJ TRANSIT for the rail electrification of the North Jersey Coast (NJCL) and Morristown (Erie Lackawanna) lines were adopted in September. By this arrangement, the Department will continue to do engineering and accounting work

under contract to NJ TRANSIT. The new agency will be responsible, however, for the overall program, particularly the alignment of its rail operation support services with the construction and implementation stages of the electrification. It also will administer federal grants.

A ray of light appeared this year at the end of the tunnel of planning, programming, financing, designing and awarding electrification contracts. Rehabilitation work was completed on schedule on the 66-year-old Navesink River Bridge (NJCL). Major bridge repair contracts for three other bridges, including the Morgan Drawbridge at Cheesquake Creek, were awarded.

Six contracts valued at approximately \$23.5 million were awarded to extend electric traction power from South Amboy to Matawan on the North Jersey Coast Line. These will provide the overhead catenary

system, the signal and communication systems, and make modifications in existing equipment.

The close joint technical effort of NJDOT staff and consultants resulted in the creation of an innovative and reliable design and construction concept for the steel caissons used for the support of the catenary structures. Streamlined computerized design and construction techniques were developed which can be standardized both for operations and equipment.

On the Morristown Line, nine contracts worth almost \$97.5 million were awarded to six contractors for structural and catenary line work to convert the Gladstone Branch (New Providence to Gladstone) and the Morristown Line between Summit and West Wharton and also for substations to convert and distribute commercial power at Stirling, Gladstone, Bernardsville, Maplewood, Denville,

Millburn, Morristown, Dover, Convent Station, Newark, Orange, Montclair and Summit.

Further design, testing and installation of signal apparatus between Hoboken and West Wharton and Gladstone, including the Montclair Branch, began this year.

Rail stations

NJDOT's role in rail station improvements is also by contract to NJ TRANSIT. In 1980, Department forces surfaced new parking areas at several stations and staff acted as consultants in the architectural and historical survey of the state's active rail stations as well as other environmental reviews. NJDOT Joint Development/Urban Initiative work centers on major rail centers in liaison with NJ TRANSIT.

AERONAUTICS



An NJDOT Aeronautics Inspector checks a damaged aircraft.

Anticipating a steady growth in commuter air service, NJDOT's aeronautics staff initiated the New Jersey Small Community Air Service Study in 1980, a method of examining and forecasting air travel needs statewide. The study will recommend practical solutions to the problems faced by the growing demand for commuter air services and the airport facilities needed to support them.

Airport improvement grants from the Federal Aviation Administration (FAA) totaling \$9 million were administered: \$6.4 million for the Newark International and Mercer County air carrier airports; \$1 million for Bader and Cape May County commuter airports; and \$1.6 million for Essex County and Linden General Aviation Airports.

NJDOT, through a contract with the FAA, completed a technical inventory

of 45 airports in 1980. This information is provided to the FAA for publication of aviation flight documents including aeronautical charts, pilot information manuals and aircraft accident prevention bulletins.

The Department also was responsible for obtaining an \$800,000 grant from the FAA which will fund the removal of towers and the underground installation of high voltage powerlines in the flight path of a new runway planned for Bader Field in Atlantic City.

In conjunction with the Federal Aviation Administration Technical Center, in Atlantic City, NJDOT's aeronautics staff has begun testing new runway marking and lighting devices to assist pilots in locating unpaved airports which blend in with the countryside making them difficult to find. A new runway marking and lighting system for unpaved airports has been selected for testing at Twin Pine Airport in Pennington and at Alloway Airport near Salem.

Aeronautics personnel participated in a State and Regional Disaster Airlift (SARDA) which simulated an explosion and fire in northeastern New Jersey. The project tested the administrative and coordinating

AERONAUTICS INFORMATION

Air Facilities Licensed	1980
Public Use	596
Publicly Owned	92
Privately Owned	14
Private Aviation Facilities (individual use only)	78
Heliports/Helistops	67
Hospital Heliports	390
Fixed Base Operators Licensed (Aeronautical Activities)	27
Aircraft Registered in New Jersey (FY 1979)	215
Aircraft Dealers Licenses Issued	3,080
Residents with Federal Pilot Certificates (1/1/79)	39
FAA Airport Master Inventory Program (FAA 5010 Program)	15,314
Engineering Surveys (airspace, hazard, powerlines, etc.)	45
Public Hearings and Meetings	42
Alleged Flight Violation Complaints	48
Flight Safety and Education Presentations	106
Special Flights Supporting Department and Division Missions	12
Aeronautical Inspections Conducted	63
	922

procedures which would be required in an actual emergency.

NJDOT's Division of Aeronautics was the recipient of the 1980 Air Force Association Presidential Citation for its contributions to general aviation in the state.

Many airport owners and operators continue to find it difficult to obtain

adequate aviation fuel. In some cases, contractual agreements for increased flight training and air charters have had to be cancelled because of inadequate supply. Aeronautics staff have been instrumental in seeking out new fuel distributors for many of the airports so that business and commerce will not be constrained.



NJDOT staff answer questions at the League of Municipalities convention.

REACHING OUT

The Department is committed to the public's right to know about and its need to participate in the transportation decision making process.

An intensive effort is made to inform New Jerseyans on transportation issues ranging from broad policy and long-term planning and financing to improvements that may affect one neighborhood. This has become even more critical in an era of limited budget resources.

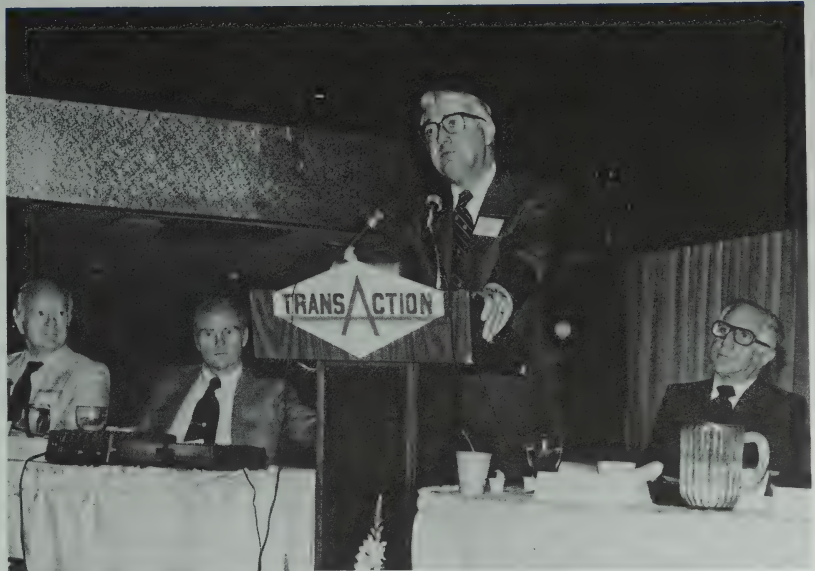
Information

Hundreds of phone calls from the general public and the media are answered each week at NJDOT. Dozens of news releases and responses to written inquiries are prepared monthly.

Information efforts are intensified for special projects such as the initiation of the High Occupancy Vehicle (HOV) lane on the Garden State Parkway, the National Transportation Week observance in May and the annual Transportation Conference co-sponsored with other transportation groups.

NJDOT's regular publications reach a wide audience. *Mobility*, a quarterly digest of Department news; *Transporter*, the monthly employee newsletter; and *Flight Log*, a quarterly newsletter for the aviation industry, have a combined circulation of more than 25,000.

Single issue brochures for the general public are prepared to explain specific issues. These include *Helping the Transportation Disadvantaged* (in English and Spanish) and *Protecting the Environment*. Among those introduced in 1980 were English and Spanish versions of *Is your company a minority business enterprise?* and *A guide to posting signs along New Jersey roads*. More than 2,000 copies of *Transportation Programs: A Guide for Local Officials* were prepared and



Commissioner Louis J. Gambaccini addresses participants in the fourth annual Transportation Conference, which NJDOT co-sponsors, in April. Other speakers were (left to right) Deputy Commissioner John R. Jamieson, Governor Brendan Byrne and Joel Jacobsen, Energy Commissioner.

distributed to county and local officials.

Environmental Digest was prepared by NJDOT's environmental specialists to help local officials understand and comply with environmental regulations at an early stage of a project. To be distributed in early 1981, the *Digest* is intended to help eliminate some of the "red tape" faced by local officials when they apply for federal aid assistance for their transportation projects.

This year the Department designed and distributed the 1980-81 Transportation Map and Guide. For the first time, public transportation information was included. More than 200,000 maps were distributed in the final three months of 1980.

Community participation

NJDOT encourages involvement from communities directly affected by

projects and considers this as critical as the funding, design, environmental review and construction aspects.

During 1980, the Department conducted 25 public meetings, eight public hearings, 33 information centers, and four openings or ground breakings. In addition, 30 other meetings and presentations were held before elected officials and special interest groups through the NJDOT Speakers Bureau. Educational materials ranging from maps, drawings, and photo displays to bilingual newsletters, questionnaires and slide presentations were used.

In response to a request from Gloucester County legislators, NJDOT appointed an ombudsperson for the Route 55 project and opened an office in Deptford Township to provide more convenient access to information about the project.

The subjects of some of this year's public meetings were: Route 24 plans

(Morris County); Route 9 and Ernst Road traffic improvements (Middlesex County); federal mandates for elderly and handicapped access to transportation facilities; Route 23 and I-287 noise barriers (Passaic and Morris Counties); Route 55 (Gloucester County).

Public hearings, where local positions and recommendations are formally recorded and transcribed, were held on the widening of Route 41 in Camden County, highway and safety improvements along Route 23 in Passaic and Morris Counties and the State Rail Plan.

Another means of attracting public participation is information centers, which offer residents the opportunity to become familiar with a project on a one-to-one basis. Among information center topics in 1980 were the King George Post Road Bridge replacement in Middlesex County, Route 9 improvements in Cape May County and improvements to the intersection of Routes 1 and 9 in Hudson County.

Ceremonies were conducted for the opening of final links of Interstate Route 280 (Hudson/Essex County) and Interstate Route 676 in Camden County, the beginning of construction on the Route 88 Bridge replacement in Ocean County and the dedication of the Route 18 Bridge between New Brunswick and Piscataway to the memory of the late State Senator John A. Lynch.

NJDOT's on-site relocation offices provide land owners and tenants with immediate answers to their questions concerning relocation assistance as part of the acquisition process.

Interagency cooperation

The Department is currently in the process of setting up a South Jersey Planning Services Center in the city of Camden. This Center will house staff from various NJDOT units as well as the Department of Community Affairs. The prime purpose of the office is to foster closer coordination with local planning agencies and to provide planning assistance to those agencies.

NJDOT works closely with NJ TRANSIT, the statewide public transit corporation created in 1979. In addition

to the involvement of the Commissioner of Transportation, who also serves as Chairman of the Board of Directors of NJ TRANSIT, NJDOT reviews and submits the corporation's annual budget and retains responsibility for long-range public transit planning.

The two agencies coordinate efforts in a variety of areas including joint development and urban initiatives projects, ridesharing, elderly and handicapped transportation, and rural transportation. In addition, NJDOT, under contract with NJ TRANSIT, frequently performs specialized right of way acquisition, engineering and construction work for transit projects such as rail electrifications, rail station improvements and bus shelter installation.

During 1980, NJ TRANSIT celebrated the first anniversary of the enactment of its legislation in July and the first anniversary of its founding in December. Several different, but equally important, priority projects highlighted a year of transition and progress.

NJ TRANSIT staff relocated from temporary offices in Lawrenceville to permanent headquarters in Newark. NJ TRANSIT's identity as an auton-

omous agency was established with the appointment of Jerome C. Premo as Executive Director.

Premo's selection resulted from several months of formal recruitment. Fresh from two years as head of the Los Angeles County Transportation Commission, Premo brought with him extensive experience in the Urban Mass Transportation Administration (UMTA).

NJDOT also worked closely with the Eagleton Institute in developing a report entitled *Improving Local Transportation Planning and Implementation in New Jersey*. This report, along with the results of the Governor's Task Force on the Future of the Tri-State Regional Planning Commission, will serve as the basis for strategies to strengthen the subregional process in northern New Jersey.

Department staff often provides specialized assistance to other public agencies.

In September, it co-sponsored a special workshop for developers on the state's highway access permit policies with the Department of Labor and Industry and the Alliance for Action, a business, industry and labor coalition.

NJDOT appraisers worked on the state's Green Acres Local Assistance, Pinelands Preservation and Medicaid programs. Field survey personnel assisted the New Jersey State Police at 20 truck weigh stations throughout the state while maintenance people did park road resurfacing for the Department of Environmental Protection.

NJDOT increased its involvement and cooperation with transportation authorities in the region: Port Authority of New York and New Jersey, New Jersey Turnpike Authority, New Jersey Highway Authority, Delaware River Port Authority.

The Department also pursues broader transportation issues through involvement in national organizations including the American Association of State Highway and Transportation Officials, the American Public Transit Association, the Northeast Corridor Commuter Rail Authorities Committee, the Coalition of Northeastern Governors, and the Transportation Research Board.



Opening ceremonies for new roadways are conducted by NJDOT staff.

STAFF



An NJDOT technician at work.

NJDOT's mission was greatly altered in 1980 by the movement of the state's bus and rail operations to a new, related agency, NJ TRANSIT.

This accomplished, the Department turned its attention to its internal management. In December, the Commissioner introduced a new functional organization profile for the Department's more than 5,800 employees, which will be refined in 1981.

NJDOT has been divided into two major areas, Transportation Services (for external activities) and Transportation Management (for internal operations). See chart on next page.

A matrix management system was introduced to managers along with the new organization chart. This method identifies critical priorities, sets up a tracking system for them and clearly designates accountability for their completion. A Red Tape Task Force headed by the Deputy Commissioner continued its probe into costly delays.

The Commissioner continued his monthly "working lunch" management sessions. Typically, brief remarks on the most topical department matters were followed by freewheeling

questions and answers with middle and upper lever managers.

A top NJDOT priority in 1980 was the recruitment of engineering talent. The year saw 64 graduate engineers hired, of which 30 percent were minority/female.

Throughout 1980, the Equal Employment Opportunity (EEO) staff continued to execute the Department's Five-Year Affirmative Action Plan to improve minority and female representation in the work force. In addition, the procedure used to conduct compliance reviews on NJDOT construction projects to insure non-discrimination by contractors was streamlined. The Minority Business Enterprise program (MBE) resulted in an increase in the dollar value of contracts awarded to minorities.

The commitment to broaden the Department's management perspective with mobile, project-oriented personnel by hiring those

holding a Master's degree in Public Administration, began in 1979 and continued this year. Eight MPAs were hired in various areas.

More than 5,000 employees received training in the Department's skill, management, technical and tuition aid programs.

Since March more than 120 NJDOT employees in the Trenton area have been commuting to work, sharing expenses on ten vanpool routes in a ridesharing pilot program.

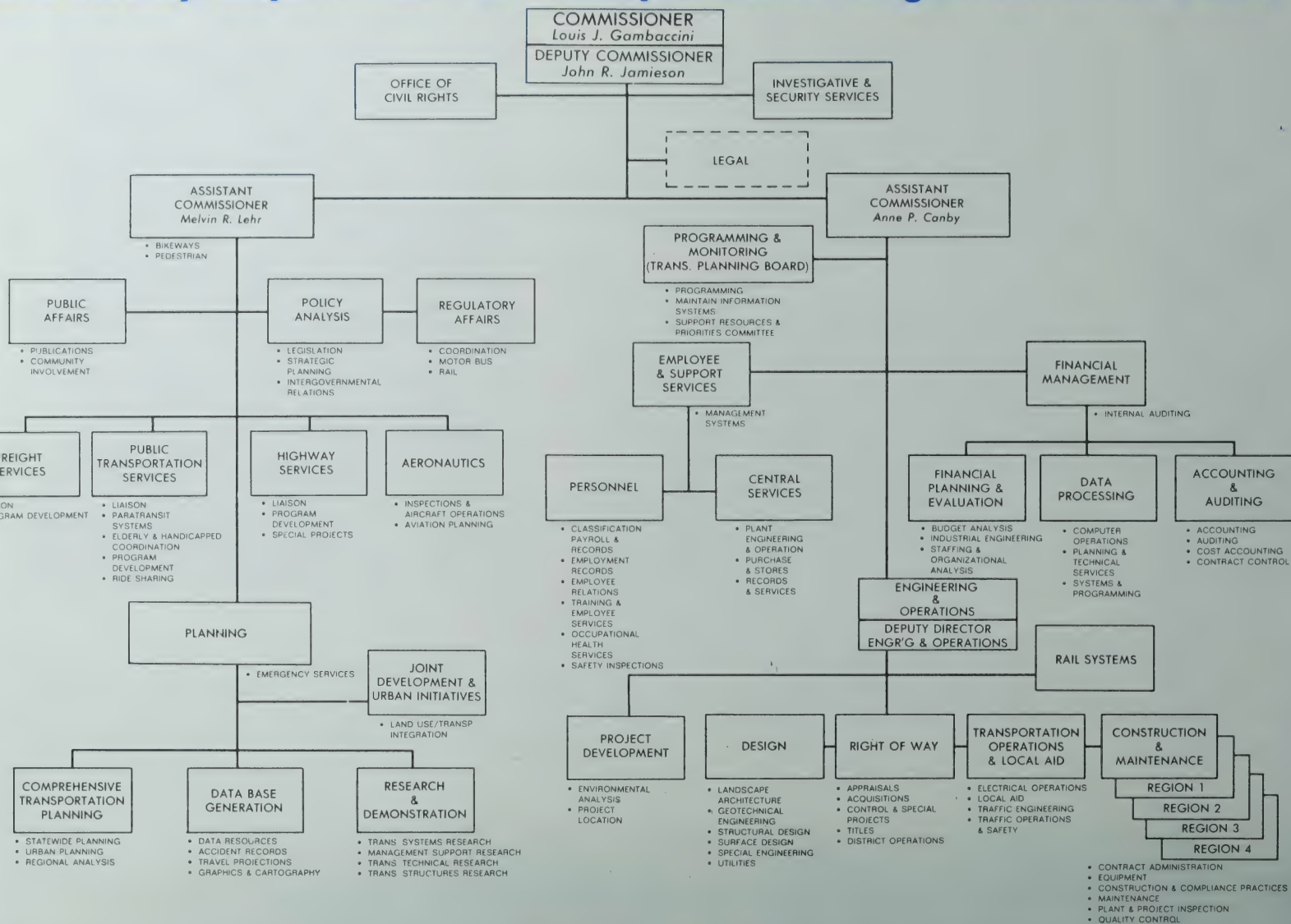
Student cooperative programs gave employment to more than one hundred college and high school students, while the summer youth program, placing the emphasis on disadvantaged and minority youth, gave employment to others between the ages of 17 and 22. The Department also offered employment for the disadvantaged and unskilled through the Trenton Supportive Work Program and CETA.



The Commissioner responds to a question from a Department manager at one of his regular informal "working lunches."

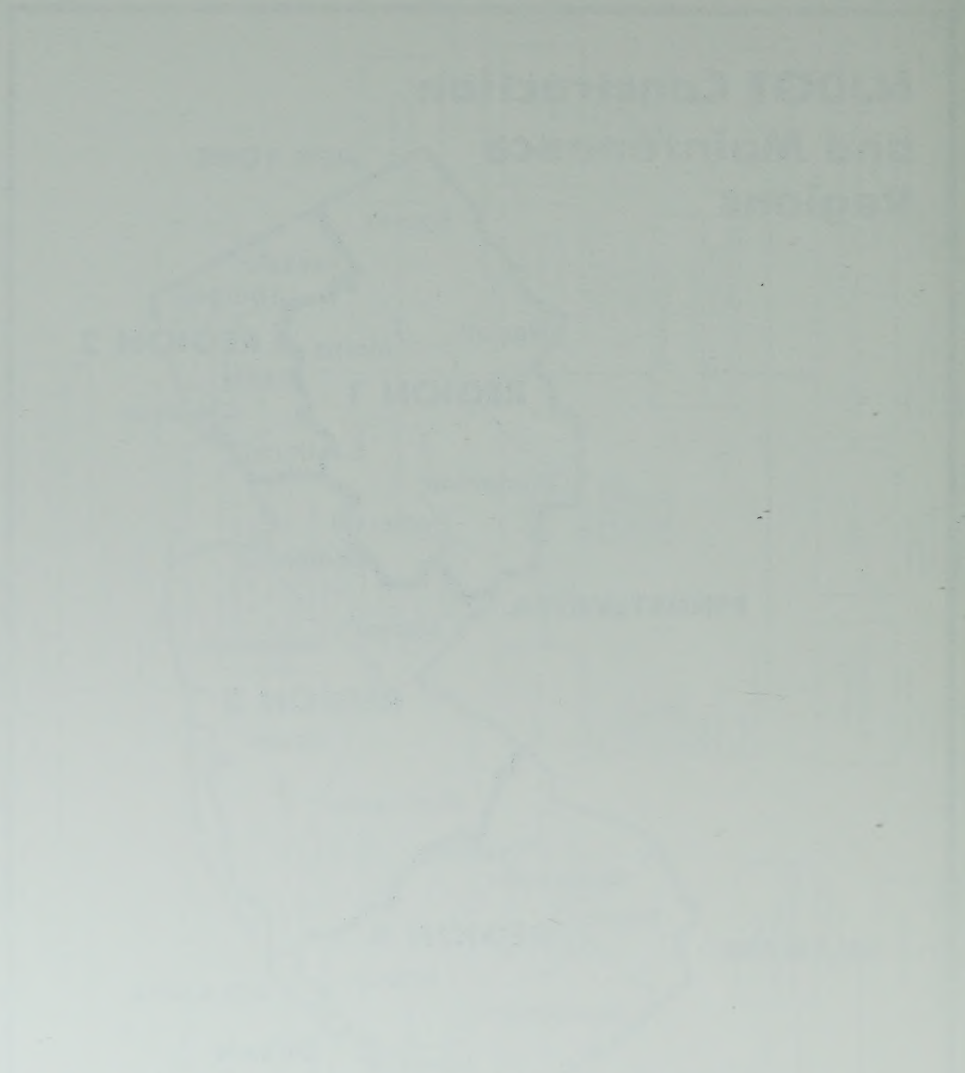
New Jersey Department of Transportation Organizational Chart

24



NJDOT Construction and Maintenance Regions



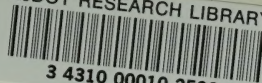


The writing, art and printing of the 1980 ANNUAL REPORT were done by employees of the New Jersey Department of Transportation. It was published by the Office of Public Affairs, Publications Bureau and the Graphics and Reproduction Section of the Division of Central Services.

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